THE U-2 AFFAIR

Powers, 27-Mission Veteran, Begins Fateful Flight

By DAVID WISE and THOMAS B. ROSS

He was thirty years old and he had flown more than 500 hours in the U-2. He had completed 27 missions in it since reporting to the Middle East four years before. Fach had been a graciling and lonely ride along the edges of space. But the worst ride for any U-2 pilot was tho slient flight over the Soviet

Francis Gary Powers was firing there that day for the Central Intelligence Agency.

On his hip was a noise-1038 22-caliber semiautomatic pistol.

In his logbook were the notations: 1 May 1980. Scrtie delayed one-half hour.

This is the first of 14 articles condensed from the book, THE U.2 AFFAIR, which tells the story behind the most explosive explanege case of the 20th century. Copy-Thomas B. Ross, Published in New York by Readom House, Inc.

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Beaded For Russia's "Canaveral"

On his map, a red and blue line traced a 8,785-mile flight from Feshawar, Faldstan, to Bodo, Norway. It would take him 1841 miles over the Soviet Union, pass Stalinabad, Aralek, Chaysbinsk, Sverdlovsk, Kirov, Archangel, and Mirrhanek.

. The place was headed straight for Tyura Tam, the Soviet Cape Canaveral, eighty miller to the east of the Aral Sea. The Trura Tem and Kapustin Yer, enother test center continent of Stalingrad, were the inly intercontinental ballistic mission after that American unelligence had located in the Sortal Trion.

But ca April 9, & U-2 had spotted traces of disturbing digging along the route Fowers was to follow that day. Local agents and electronic envest proing deepened suspi-cions that the latter were builded their first operational ICBM bose.

The prime y surpose of the the 1 flight was to photo-A for the Russians could camouwar of samebiek for which biankets cast to up 100 in the number mooths.

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